



**Montana Fish,
Wildlife & Parks**

**4600 Giant Springs Road
Great falls, MT 59405
(406) 454-5840**

CHECKLIST ENVIRONMENTAL ASSESSMENT

PART I. PURPOSE OF AND NEED FOR ACTION

1. Project Title: Radio Tower construction and placement on FWP land on the butte above the Great Falls Sports Shooting Complex.

2. Type of Proposed Action:

Allow the construct of a Radio Tower for Montana Radio Company, LLC.

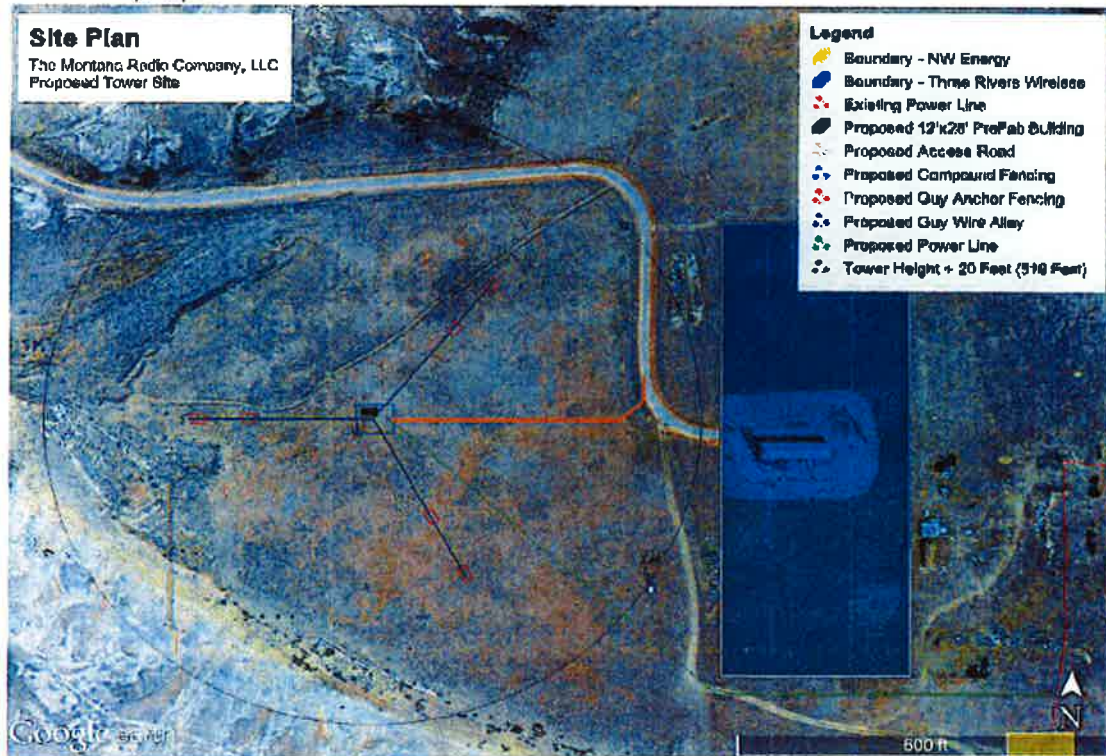
3. Location Affected by Proposed Action: The proposed new tower will be located at one of the alternative locations on the top of the butte near the other existing towers. The butte is part of the Great Falls Sport Shooting Complex and on FWP land. The foot print will encompass approximately a circular area with a 500 foot radius. The actual disturbance for construction will be much smaller but regulatory requirements require that the 499' tall tower requires a safety zone in case of failure equal to its height.

FWP: Township 21 North, Range 4 East, M.P.M.
Section 16: N1/2;

GFSSC: Township 21 North, Range 4 East, 16: N1/2

The proposed facility would be built on property owned by FWP. See Alternative 1 and 2 in Site Plan photo below.

First proposed location of tower site. Location has been moved North east



by the appli- cant due to concerns raised by the Forest Falls Shooting Association

*499 foot tower to be located at intersection of blue lines. Black Circle represents 510 foot radius (tower height + 20') for setback to other property boundaries

Alternative 1. South west aspect of butte



Alternative 2. Site on north east side of butte

4. Agency Authority for the Proposed Action: The Great Falls Shooting Sports Complex sits on land owned by and leased from FWP and the area for alternate 1 and 2 are both on FWP property above the active fire range of the GFSSC. Alternative 1 is located above the 1,000 yard and other long range shooting lanes. Alternative 2 is above the law enforcement and other shorter range lanes. FWP has authority to lease property and has leased part of the GFSSC to farming interest in the past and currently.

5. Need for the Action(s):

Montana Radio Company LLC has put in a request to FWP to construct a 499 foot tall radio FM tower for KVMO to service location from Great Falls to Fort Benton MT. The location will be on top of the Butte within an area leased to GFSSC. Parcel #2683300 and Geo Code 3139-16-1-01-01. FWP is looking at this request to determine if this is best use of the FWP land and if the benefits are greater than any impacts. FWP is also looking at the possible mitigation levels and benefit those will have both to GFSSC and FWP resources.

6. Objectives for the Action(s):

Assist in providing for FM radio signal and radio coverage and service to Fort Benton Montana and surrounding areas. Place in an area that has existing towers to keep towers in one location instead of having them at multiple locations around county and to provide adequate height to allow signal to serve targeted area.

7. Project Size: estimate the number of acres that would be directly affected:

The proposed size of the entire project is approximately 5 acres to incorporate 3 guide lines anchored approximately 250' from the tower base. Actual structures (foot print) will incorporate approximately ½ acre.

8. Affected Environment (A brief description of the affected area of the proposed project):

The site is on FWP owned land leased to the Great Falls Shooting Sports Complex. Most of the land for this project has been disturbed when US Air Force owned and operated communication towers within the site that this would be constructed and exist. There are also two facilities and tower structures that exist on the butte currently but are not to the height that this will be.

9. Description of Project: The project will consist of:

- Leveling and constructing a base structure to anchor the tower base (approximate dimensions – 60'X60').
- Level, excavate and place three anchors in three locations as seen on the site plan, hold the three guide lines approximately 250' from the center tower base.
- Montana Radio Company must obtain operations licenses, county variance permits and approval from FAA as well as FAA permit and Malmstrom AFB concurrence that the tower does not interfere or pose a threat with air traffic and flight paths.
- MRC LLC will work with GFSSC to assure construction and presence of the tower will not impact shooting range operations.
- Construction would occur over a two week period and would be coordinated with the GFSSC to minimize the period when range operations would be impacted.
- Tower will be required to be equipped with medium intensity strobe lighting at ½ and at top or as required by FAA and regulatory rules. There are not residential neighborhoods in the near vicinity.

10. List any Other Local, State, or Federal Agency that has Overlapping or Additional Jurisdiction: FAA, Cascade County, Malmstrom AFB (Appendix 1.), and Montana Pilots Association, and USFWS

11. Affiliations, Cooperating Agencies, User Groups and/or Supporting Groups: See GFSSC webpage at <http://www.gfssc.net>. The complex is a membership only club with guests. It also is open at various times each month for public shooting.

12. History of the Planning and Scoping Process, and Any Public Involvement: Proposed action has been brought to GFSSC (by the Montana Radio Company and FWP) for discussion and preliminary approval by the GFSSC board of directors. Cascade County will have public meeting on May 28, 2015 at 9:00 am (Cascade Zoning Board room 105 of the Courthouse Annex 325 2nd Ave North, Great Falls, MT), FWP will provide a 30 day comment period upon the

release of this EA. The EA will be on the FWP website, in the local newspaper, and sent to neighboring landowners and interested parties. During the 30 day comment period a public meeting will be held at FWP Great Falls HQ to provide public with a Q&A session and to formally comment on the proposal.

13. List of Agencies Consulted/Contacted During Preparation of the EA:

Montana Fish, Wildlife & Parks, GFSSC, FAA, Malmstrom AFB, Cascade County

14. Names, Address, and Phone Number of Project Sponsor:

Kevin Terry; Montana Radio Company, LLC; 100 W. Lyndale Ave, STE B; Helena, MT 59601: 1-406-442-6645, 1-406-438-6353

15. Other permits and or approvals needed:

FAA approval and FAA change to the Approach Plates to accommodate approach and take off flight levels from Great Falls International Airport, Cascade County zoning Variance for height and distance to nearby structures, Review and signed letter from Malmstrom AFB on air traffic concerns to and from Malmstrom AFB. See attached FAA "Determination of no Hazard To Air Navigation" Letter to Montana Radio Company LLC.

PART II. IDENTIFICATION OF THE PREFERRED ALTERNATIVES

The proposed alternative A, alternative B and the no action alternative are being considered.

- **Alternative 1 (Preferred Alternative)** is allow Montana Radio Company LLC to construct, place, maintain, and operate a radio tower as identified on FWP property at describe location and shown as Location 1 preferred location.
- **Alternative 2 (secondary/ alternative location).** On the north east side of butte
- **Alternative 3 FWP No action /** denies Montana Radio Company the use of FWP land for use and construction of a radio tower.

Describe any Alternatives considered and eliminated from Detailed Study:

NONE. Only the proposed alternatives described in this document and the no action alternative are being considered. There were no other alternatives that were deemed reasonably available or prudent.

List and explain proposed mitigating measures (stipulations): Montana Radio Company will pay a market based annual lease. It is proposed that the funds from the lease will be designated to be used to mitigate impacts to wildlife and natural resources as well as any issues that may arise with relationship to the maintenance, operation or safety on the GFSSC. Funds will be designated for mitigation and assigned to a trust fund account with contract specifics for utilizing these funds. Due to other permitting from FAA, county and possibly MAFB there maybe mitigation measures that the MRC LLC will have to implement beyond what FWP may require.

PART III. ENVIRONMENTAL REVIEW

Checklist – The degree and intensity determines extent of Environmental Review. An abbreviated checklist may be used for those projects that are not complex, controversial, or are not in environmental sensitive areas.

Table 1. Potential impact on physical environment.

Will the proposed action result in potential impacts to:	Unknown	Potentially Significant	Minor	None	Can Be Mitigated	Comments Below
1. Unique, endangered, fragile, or limited environmental resources				X		a.
2. Terrestrial or aquatic life and/or habitats				X		b.
3. Introduction of new species into an area				X		
4. Vegetation cover, quantity & quality			X		Yes	1
5. Water quality, quantity & distribution (surface or groundwater)				X		c.
6. Existing water right or reservation				X		
7. Geology & soil quality, stability & moisture				X		
8. Air quality or objectionable odors				X		
9. Historical & archaeological sites				X		2
10. Demands on environmental resources of land, water, air & energy				X		
11. Aesthetics			X			3

- a. This location is not in any sensitive or critical habitat/ wilderness or wildlife preserve.
- b. There are species of concern that may fly through there are (birds of prey, passerine species, and other avian species) on occasion species that fly near or through the area but none are presently living in the direct location or related to this area.
- c. There are no known wetlands or other water or aquatic resources found in the area and are not in any flood plain.

d.

1. The proposed project would require the disturbance and removal of approximately 1/2 acres of vegetation for the construction of the new tower and anchor points for guide lines. The removal of the vegetation would not change the overall diversity of native vegetation but FWP would require a revegetation plan and weed control to avoid the introduction or spread of any weed species.

2. Because this shooting range is located on FWP-owned property, a file search by the State Historic Preservation Office (SHPO) has been done numerous times for other projects and the results are the same. Results of the search revealed a low likelihood that cultural properties will be impacted. Therefore, SHPO stated that a cultural resource inventory is unwarranted. However there may be need for the MRC LLC to do an expanded SHPO evaluation beyond the FWP property as a requirement by FAA and is the requirement of the MRC LLC.

3. This tower will be 499 feet above the butte and visible from a long distance. Viewshed is important to the public and FWP. This area has other lower height towers, there are power lines and other cell towers throughout the county and associated with the hydropower plants and wind power - power transmission in the area. This tower will be visible over most other towers and other viewshed obstructions in the area. This will be considered in any decision rendered.

Table 2. Potential impacts on human environment.

Will the proposed action result in potential impacts to:	Unknown	Potentially Significant	Minor	None	Can Be Mitigated	Comments Below
1. Social structures and cultural diversity				X		
2. Changes in existing public benefits provided by wildlife populations and/or habitat	X			X	Yes	4.
3. Local and state tax base and tax revenue	X					5.
4. Agricultural production				X		
5. Human health			X			6.
6. Quantity & distribution of community & personal income				X		
7. Access to & quality of recreational activities	X			X	Yes	7.

8. Locally adopted environmental plans & goals (ordinances)			X		No	8.
9. Distribution & density of population and housing				X		
10. Demands for government services				X		
11. Industrial and/or commercial activity			X			9.

4. There may be unexpected consequences and may need to be mitigated in future. Terrestrial habitat in the area has been impacted over time and is not critical to wildlife in the area. Wildlife utilizing this location if affected, would be at time of construction and have no more affect then other structures and towers on the butte and adjacent to this proposed tower once construction is finished. Avian wildlife species will be considered during this process as there may be potential to interfere with birds that migrate from the Missouri river to USFWS Benton Lake refuge, as well as migration routes of other avian species during seasonal migrations. USFWS was contacted with no response.

5. Unknown at this time

6. There is always potential with a tower of this height that aviation traffic could be impacted, military, private or commercial. FAA and AFB have been consulted and request by the applicant have be submitted to both to assure compliance with regulations and rules pertaining to aviation safety. This location is within the Victory Air Way – Great Falls – Havre and the approach path to Great Falls International Airport.

7. During construction there will be an interruption with shooting range activities. Future issues may arise but all reasonable precautions are being taken to avoid conflict with operations, maintenance and use of the shooting range and human safety for operators of the tower. Unanticipated impacts will be addressed to the extent possible. Potential resources for mitigating will come from various places one being the mitigation account.

8. FWP looked at viewshed and have identified that obstruction to the viewshed will be considered in their county and FWP assessment of projects. FWP will consider this in their evaluation during the approval process. Cascade County will also review this.

9. This is a commercial project and there will be benefit to the communities including Fort Benton through advertisement and ability to receive radio signal from KVMO.

PART IV. NARRATIVE EVALUATION AND COMMENT

All of the pertinent or potential impacts of the project have been reviewed, discussed, and analyzed. None of the project reviewed was complex, or located in an environmentally sensitive area. The project being implemented is already on areas previously disturbed and utilized for

similar use either by US Air Force or local commercial interests. There is concern with the impacts to the viewshed and possible but unlikely to wildlife (migrating raptors and waterfowl). That together with the insignificant environmental effects of the proposed action indicates that this should be considered the final version of the environmental assessment. There are no significant environmental or economic impacts associated with the proposed alternative. The Montana Radio Company LLC proposed alternative, to construct and operate a 499 foot tower will be brought to the public through the Cascade County Zoning Board, FWP EA and public comment period and FWP held public meeting. Therefore, Montana Fish, Wildlife and Parks will consider the proposed alternatives.

PART V. ENVIRONMENTAL CONSEQUENCES

Does the proposed action involve potential risks or adverse effects, which are uncertain but extremely harmful if they were to occur? NO

Does the proposed action have impacts that are individually minor, but cumulatively significant or potentially significant? Individually, the proposed actions have minor impacts. However, it was determined that there are no significant or potentially significant cumulative impacts. Cumulative impacts have been assessed considering any incremental impact of the proposed action when they are combined with other past, present, and reasonably foreseeable future actions, and no significant impacts were found. Aviation concerns are addressed by the FAA and US AF at Malmstrom AFB. There is some concern with viewshed by FWP.

Recommendation and justification concerning preparation of EIS:

There are no significant environmental or economic impacts associated with the proposed alternative; therefore, an EIS is not required.

PART VI. EA CONCLUSION SECTION

EA prepared by:

Gary Bertellotti
FWP Region 4 Regional Supervisor
4600 Giant Springs Road
Great Falls MT 59405

Date Completed: July 15, 2015

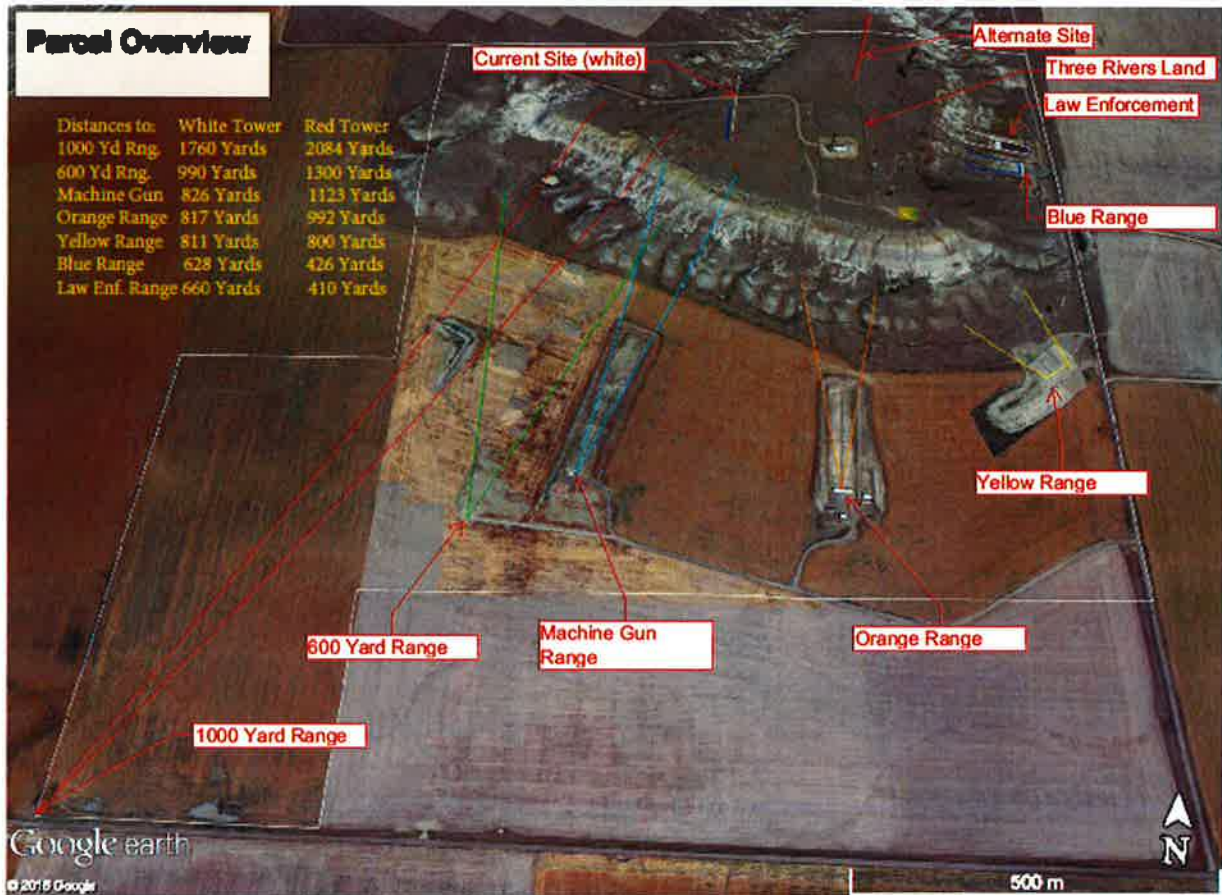
Describe public involvement, if any:

This draft EA will be advertised on FWP's web site announcing a 30-day public comment period, ending 5 p.m., August 17, 2015.

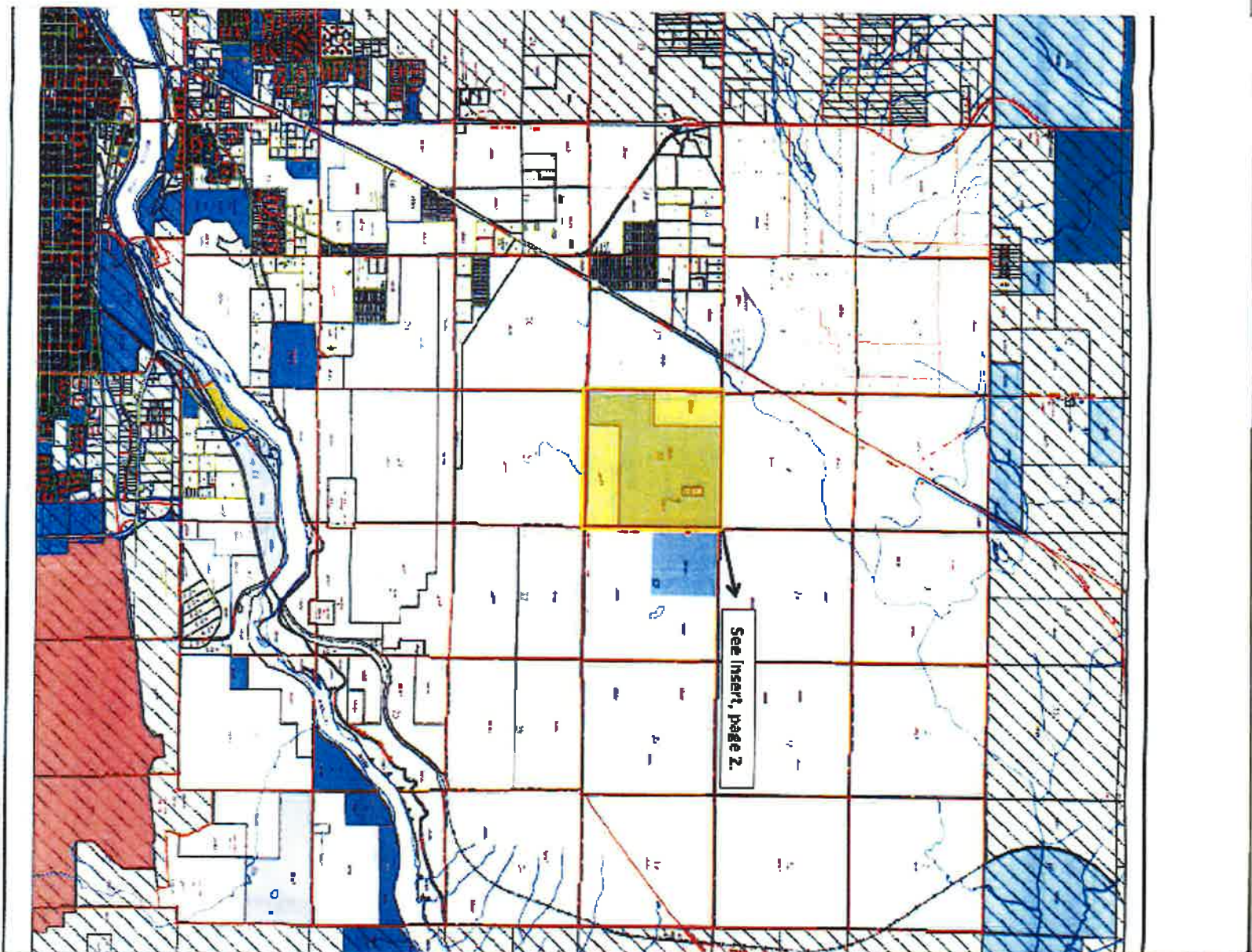
Send comments to gbertellotti@mt.gov, or send letters post marked no later than August 17, 2015 to: Gary Bertellotti; re: MRC Tower; MT FWP; 4600 Giant Springs Road; Great Falls, MT 59405.

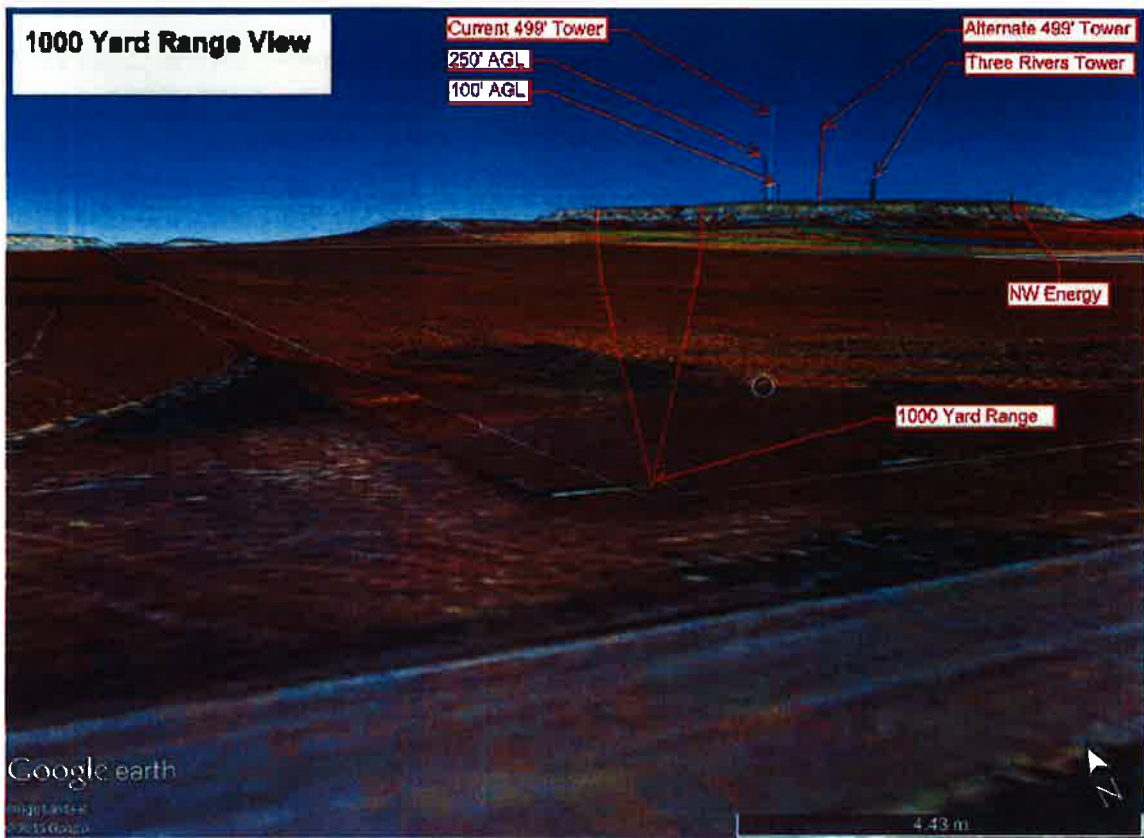
Parcel Overview

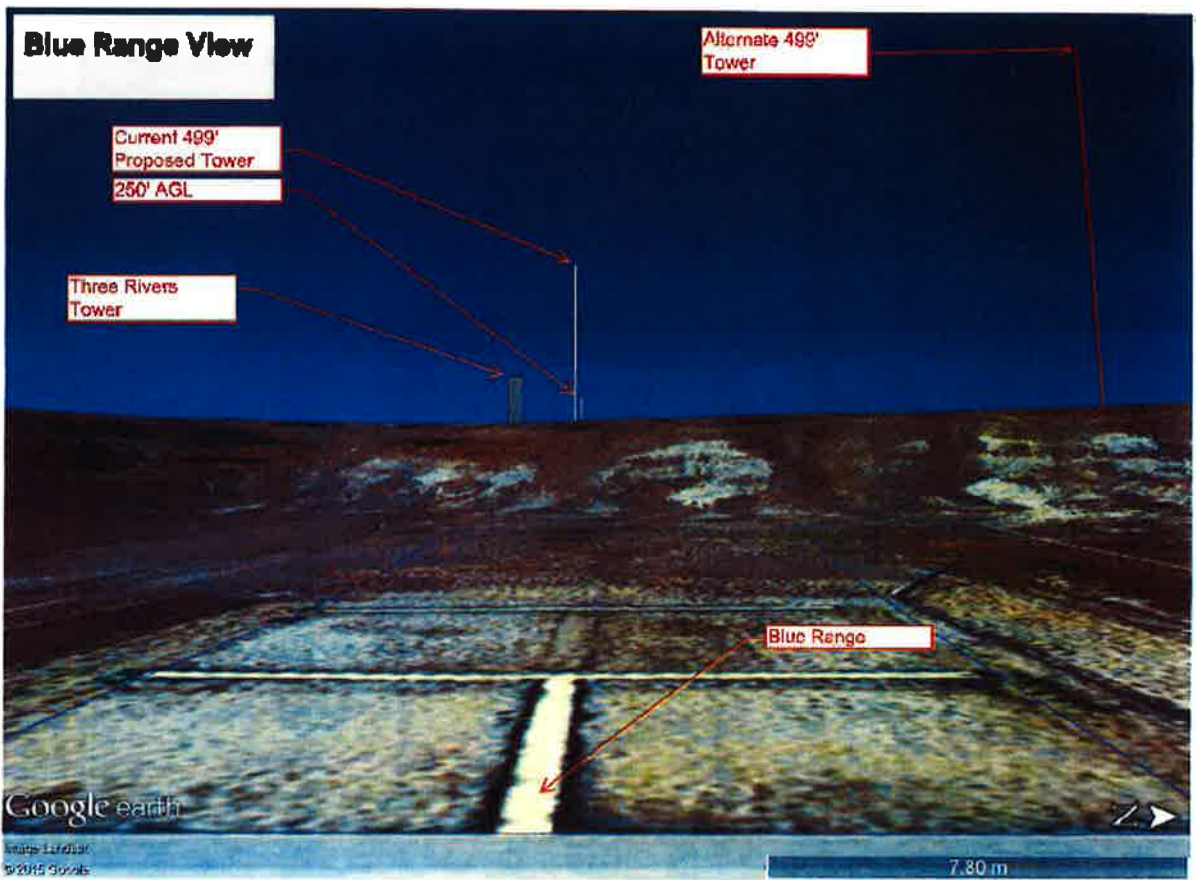
Distances to:	White Tower	Red Tower
1000 Yd Rng.	1760 Yards	2084 Yards
600 Yd Rng.	990 Yards	1300 Yards
Machine Gun	826 Yards	1123 Yards
Orange Range	817 Yards	992 Yards
Yellow Range	811 Yards	800 Yards
Blue Range	628 Yards	426 Yards
Law Enf. Range	660 Yards	410 Yards

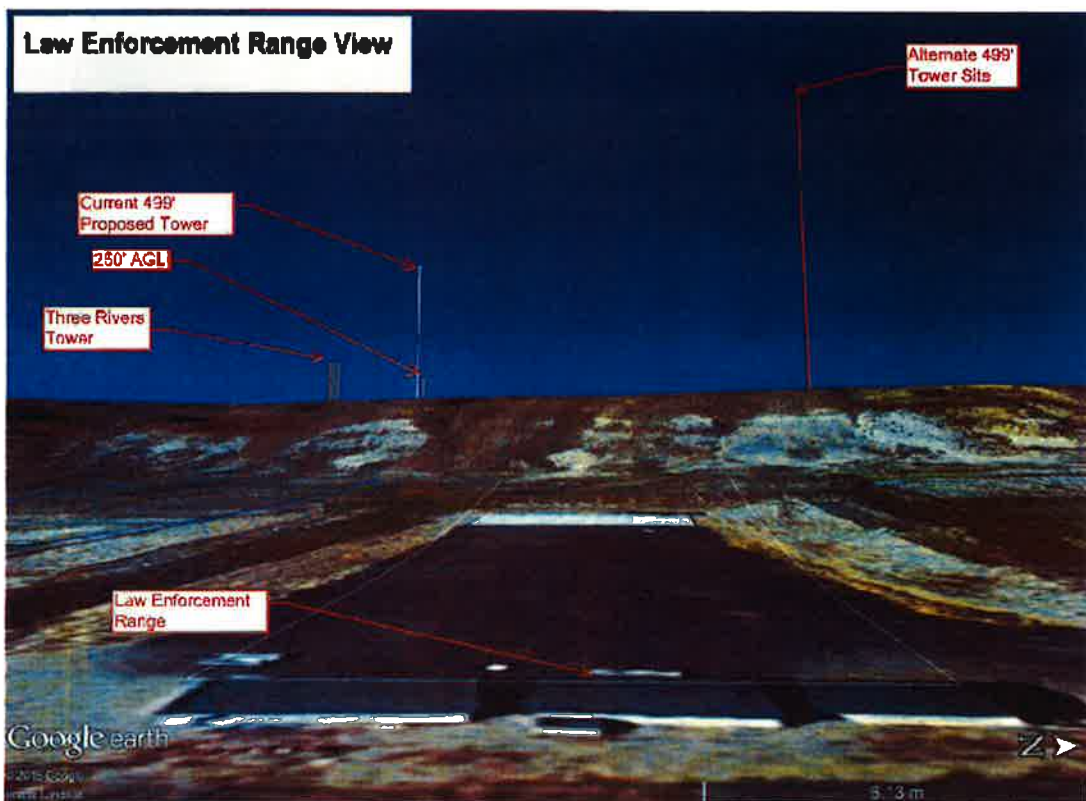


NOTE: Blue Tower and Purple lines adjacent to the White "Current Site" tower are for reference purposes where the blue line marks 250' above ground level ("AGL") and the purple line marks 100' AGL.

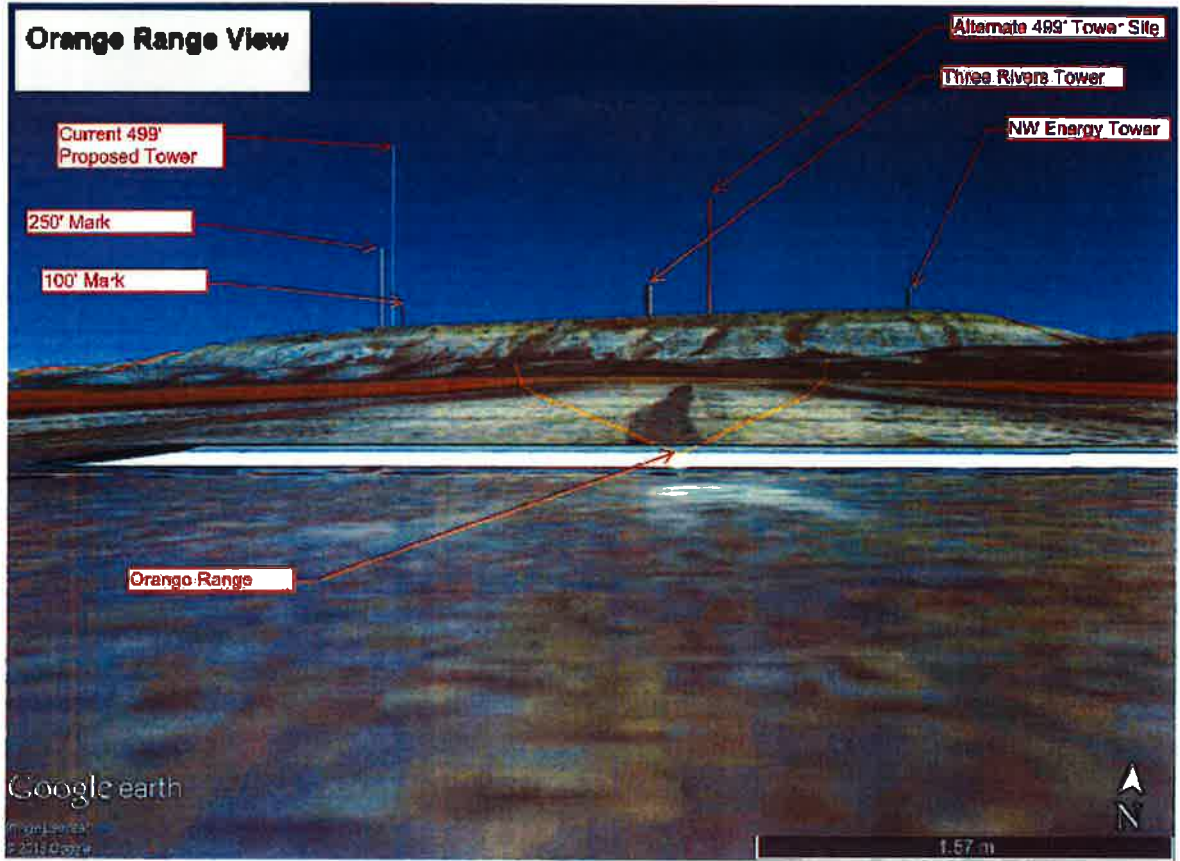


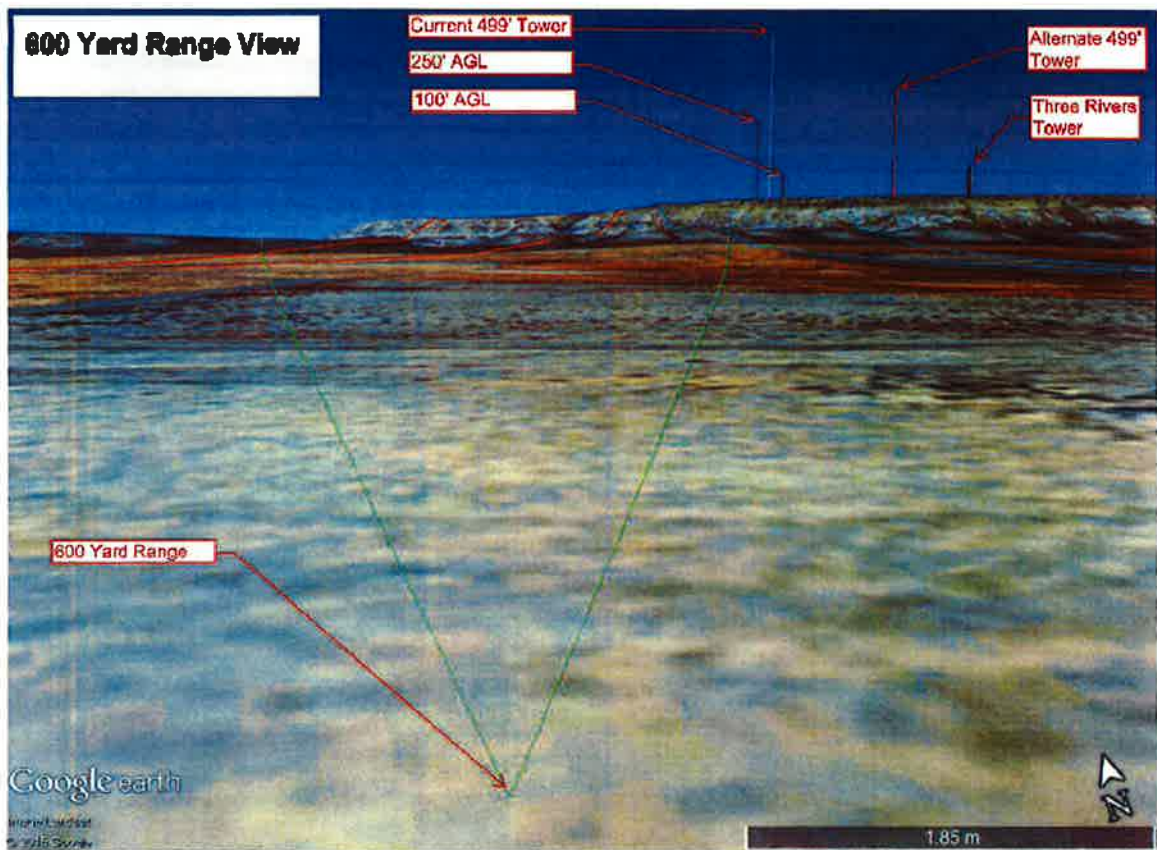






Orange Range View







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2015-ANM-751-OE

Issued Date: 05/29/2015

Kevin Terry
The Montana Radio Company, LLC
100 W Lyndale Ave
STE B
Helena, MT 59601

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Tower KVMO Tower (west)
Location:	Black Eagle, MT
Latitude:	47-34-47.20N NAD 83
Longitude:	111-13-34.50W
Heights:	3708 feet site elevation (SE)
	499 feet above ground level (AGL)
	4207 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☒ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, we have no objection to the request to deviate from the standards outlined in the FAA Advisory Circular 70/7460-1 K Change 2 Obstruction Marking and Lighting, Chapter 5.

This deviation from the standard does not apply to any marking and/or paint conditions.

The FAA finds that for those towers 151-350 feet AGL that normally require only one top mounted Flashing Red Obstruction (L-864) light and one level of Steady-burning Red Obstruction (L-810) lights, it is necessary to either configure the existing L-810s to flash at the same rate as the L-864 or replace the L-810 with a L-864 configured to flash simultaneously. Flash rates must be 30 flashes per minute (\pm 3 flashes).

The FAA finds that for structures 351 feet AGL and above, the absence of steady burning Red Obstruction (L-810) lights on this structure will not impair aviation safety. However, aeronautical study revealed that the structure should continue to be lighted with the appropriate Flashing Red Obstruction (L-864) lights. Flash rates must be 30 flashes per minute (\pm 3 flashes).

This determination expires on 11/29/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination of No Hazard is granted provided the following conditional statement is included in the proponent's construction permit or license to radiate:

Upon receipt of notification from the Federal Communications Commission that harmful interference is being caused by the licensee's (permittee's) transmitter, the licensee (permittee) shall either immediately reduce the power to the point of no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference. This condition expires after 1 year of interference-free operation.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before June 28, 2015. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Regulations & ATC Procedures Group, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on July 08, 2015 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact Daniel Shoemaker, at (425) 227-2791. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-ANM-751-OE.

Signature Control No: 245079900-253504309

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Frequency Data

Map(s)

cc: FCC

Additional information for ASN 2015-ANM-751-OE

ASN 2015-ANM-751-OE

Abbreviations

AGL - above ground level

MSL - mean sea level

RWY - runway

VFR - visual flight rules

IFR - instrument flight rules

nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This proposal is for a 499-foot AGL (4207-foot MSL) antenna tower, which would be located on a flat-top butte, approximately 45,524 feet (7.49 nm) east of the RWY 21 threshold at Great Falls International Airport (GTF), MT. The GTF airport elevation is 3680 feet MSL. The tower would be located within the lateral confines of Victor airway V257, at approximately the GTF VORTAC 029-degree radial and 13 nm.

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(3): A structure that causes less than the required obstacle clearance within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area resulting in increases to an IFR terminal minimum altitude. This structure will increase the Minimum IFR Altitude (MIA) in Sector UGTF03 from 6000 feet MSL to 6200 feet MSL.

3. EFFECT ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: None.
- b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: This structure will increase the MIA in Sector UGTF03 from 6000 feet MSL to 6200 feet MSL. Salt Lake City Air Route Traffic Control Center (ARTCC) has indicated that the MIA boundary could be adjusted to maintain the 6000-foot MIA.
- c. The impact on all planned public-use airports and aeronautical facilities follow: None
- d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circularized for public comment on 21 April 2015. The public comment period ended on 28 May 2015, and one response was received as of that date.

A local farm owner expressed concerns that the proposed tower would pose a hazard to frequent low-altitude flights in the area, including agricultural aerial application (crop dusting) aircraft, air ambulance and military helicopters, aircraft operating at a nearby private airstrip, and pilots arriving at GTF from the northeast.

The FAA does not concur with the farm owner's concerns, and offers the following comments:

- a. Regarding aerial spray aircraft operations, per FAA Joint Order (JO) 7400.2K, Procedures for Handling Airspace Matters, paragraph 6-3-8.f., "Rules that apply to agricultural dispensing operations, as prescribed in Part 137, allow deviation from Part 91 altitude restrictions. It is the pilot's responsibility to avoid obstacles because the agricultural operations must be conducted without creating a hazard to persons or property

on the surface. Similar operations include pipeline, power line, and military low-level route inspections. Consequently, these operations are not considered in reaching a determination of substantial adverse effect."

- b. Similarly, concerning helicopter operations, JO 7400.2, paragraph 6-3-8.e., specifies that "The special maneuvering characteristics of helicopters are recognized in Sections 91.119 and 91.155, provided operations are conducted without hazard to persons or property on the ground. Helicopter pilots must also operate at a speed that will allow them to see and avoid obstructions. Consequently, proposed or existing structures are not considered factors in determining adverse effect upon helicopter VFR operations," except in cases where they would penetrate FAA-established routes and altitudes for helicopters, or where they would penetrate a Part 77 heliport imaginary airspace surface. Since neither of those conditions apply in the case of this proposed tower, the effect on VFR helicopter operations cannot be considered in making a determination.
- c. According to FAA records, the nearest private airport to the site of the proposed antenna tower is Prill Field (1MT7), which is a 3100-foot by 50-foot turf runway located 9.92 nm to the south-southeast. Although private-use airports are not considered when determining whether a proposed structure would be a hazard to air traffic, the proposed tower is well outside the 1MT7 traffic pattern area, and will be no factor to operations at the airport.
- d. Concerning aircraft arriving to GTF from the northeast, the proposed tower neither exceeds any Part 77 airport imaginary surfaces at GTF, nor affects any instrument approach or departure procedures at GTF. The proposed tower would also not increase the minimum en route altitude (MEA) or minimum obstruction clearance altitude (MOCA) along Victor airway V257. Aircraft operating under visual flight rules (VFR) in the vicinity of the proposed tower will be required to see and avoid it, as with any other obstruction.

Additionally, Salt Lake ARTCC was consulted on the effects that raising the MIA in Sector UGTF03 from 6000 feet MSL to 6200 feet MSL would have on their operations. The Airspace and Procedures Analyst at Salt Lake ARTCC responded that, since the adjacent sector has an MIA of 7000 feet MSL, the sector boundary could be adjusted approximately three nautical miles to the east in order to maintain Sector UGTF03's 6000-foot MIA.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

While the proposed antenna tower would require increasing the MIA in Salt Lake ARTCC Sector UGTF03 from 6000 feet MSL to 6200 feet MSL, the ARTCC has agreed that a minor adjustment to the sector boundary would place the tower in an adjacent sector with an existing 7000-foot MSL MIA, eliminating the need to increase the MIA for Sector UGTF03. There are no Part 77 airspace penetrations or effects on instrument approach, departure, or en route procedures. The incorporation of obstruction lighting on the tower will enhance its visibility to pilots operating under VFR, allowing them to see and avoid it.

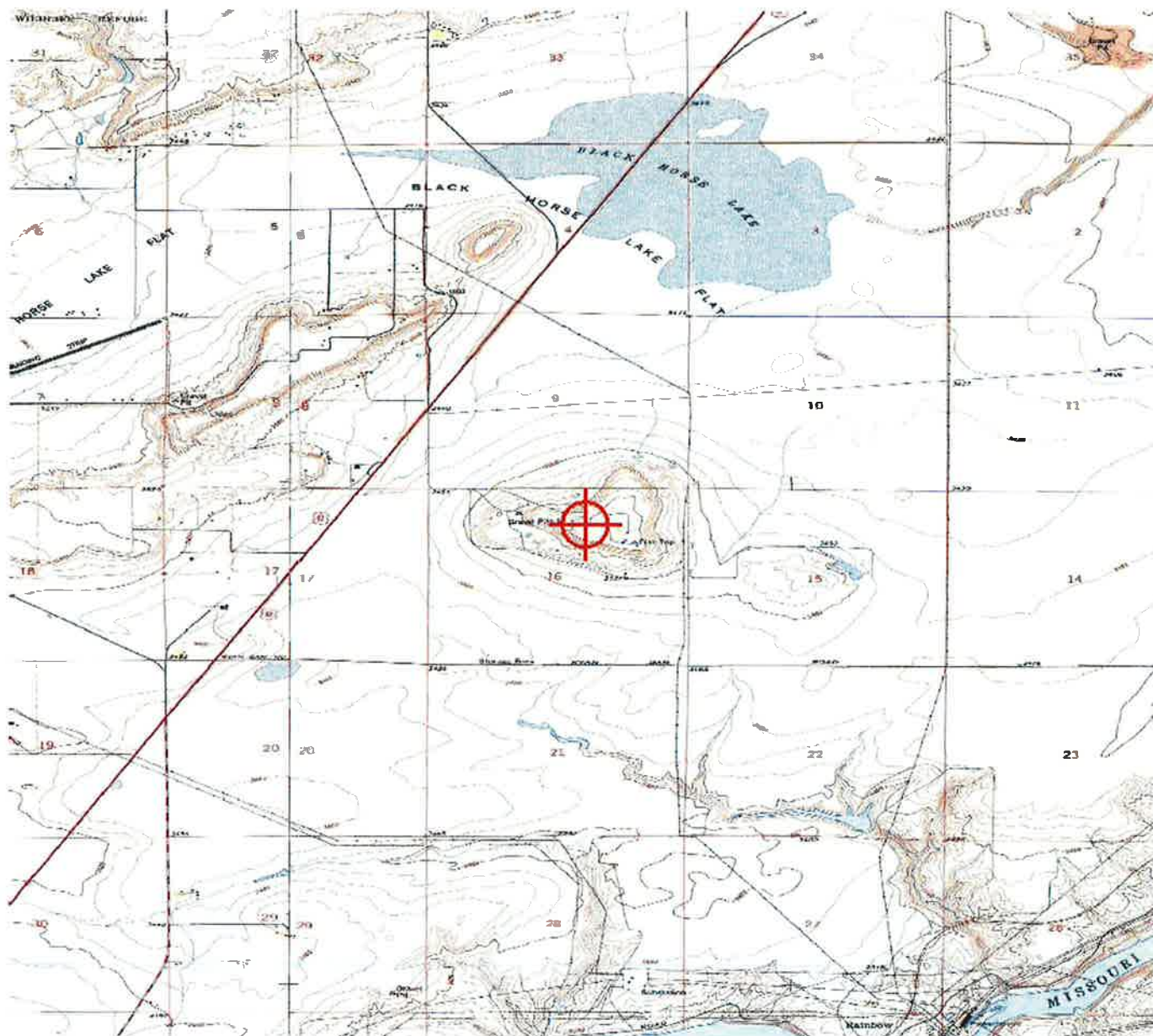
7. CONDITIONS

In order to give the Salt Lake City ARTCC an opportunity to modify the Sector UGTF03 boundary, the sponsor must file an FAA Form 7460-2, Part I, no later than 10 days prior to the start of construction. This supplemental notice shall be filed via the FAA OE/AAA website at <https://oeaaa.faa.gov>, under the case file for this proposed structure.

Frequency Data for ASN 2015-ANM-751-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
96.1	96.1	MHz	100	kW

TOPO Map for ASN 2015-ANM-751-OE



Sectional Map for ASN 2015-ANM-751-OE

